



# Marine Aircraft Group 26

## Safety Bulletin

23 JULY 2004

No. 48



### Photo of the Week... The Reason For Speed Limits



Everyone has heard of the autobahn: that famous stretch of road in Germany, where the speed limit is determined only by how far you can press your lead foot to the floorboard. Perhaps equally as well known is how deadly accidents are there. Take this accident, for example. Traveling at over 100 mph, our late Indy 500 wannabe didn't have time to blink before wrapping this Escort around a tree. The front part of the car tore away and landed some 30 yards from the tree. This, sad as it may be, is the price many drivers pay for going too fast and losing control of their vehicle. I can't speak for other countries, but it's a well-known myth that if you actually do the speed limit on a highway here in the U.S., you'll be run over by the flow of traffic. Fact is, there are plenty of safety-conscious, law-abiding citizens out there, and they don't get run over. So take this challenge, if you dare. Actually drive the speed limit for three days and see what you notice. I think you'll find that there are more slower cars, that is to say the ones actually doing the speed limit, than you thought.

*It should be noted that there are at least two versions to this story. One version indicates a different location, and that the driver actually survived after being thrown from the vehicle on impact. One fact remains the same, however ... that excessive speed contributed to this accident.*



### Weekly Safety Flagall 12 - 18 July 2004

#### Operational:

**040710** A SSgt driving a HMMWV in a convoy drove into a canal overturning vehicle **killing** himself, a Sgt, a Cpl and a PFC

**040712** A LCPL from A Co, 2d Tank Bn was participating in Tank Gunnery at SR-10, CLNC as a tank ammunition Loader when he was struck in the left side of the head by the tank breech causing serious damage. He was transported to Onslow Memorial Hospital by ambulance at approx 1230. He arrived at Onslow at approx 1245 and was stabilized by the ER Staff. He was then transported via air to Pitt Memorial, Greenville, NC.

**040713** While completing the night ambush course at range 501, WFTBN, edson range, CAMPEN, CA, a recruit from weapons field training battalion (MCRD) collapsed at approx 2150 on 13 July 2004, while enroute to the bivouac site. The senior drill instructor and duty corpsman administered CPR until MEDEVAC personnel arrived. The recruit was **pronounced dead** at 2215 at Naval Hospital, CAMPEN, CA. Cause of death unknown, autopsy pending.

**040713:** A PFC from 2d CEB, 2d MARDIV was shot through the top of his left foot with a 5.56 round while conducting enhanced marksmanship training on Range Kilo 315 aboard Camp Lejeune, North Carolina. PFC was evacuated to Camp Lejeune Naval Hospital and will undergo surgery to remove debris from his foot. Prognosis is good.

**040716** During a tactical vehicle convoy, the trail HMMWV in a MWSS-171 operation was struck from the rear by a Japanese-owned truck while traveling on the Sanyo Expressway IVO Hiroshima, Japan. At the time of the accident, the convoy was en route from MCAS Iwakuni to Kawakami Army Ammo Supply Point. Two Marines were injured in the initial collision between the Japanese Truck and the HMMWV. A third Marine was injured in the damaged HMMWV when a second Japanese-owned truck impacted the damaged HMMWV on the shoulder of the road. The second Japanese truck then struck the first Japanese truck sending it into a second HMMWV in the convoy. All three Marines and a Corpsman were transported by a Japanese ambulance to the Hiroshima Sobo Hospital where the Marines were treated and then released. It is

## MOTOR VEHICLE SAFETY COURSES

### DRIVER IMPROVEMENT COURSE

Date: 11 August

Place: AS-212, Room 121A

Time: 0730-1600 (first 25 Marines, so be early)

For planning purposes, we try to schedule the DIC class on the second Wednesday of each month. You will be notified of any change.

Driver's Improvement Class is required for all military personnel under the age of 26 - and must be completed within 90 days of arrival to their first duty station.

AS-212 is located on Bancroft St, next to the Station Headquarters, Pass & ID Building.

### REMEDIAL DRIVER IMPROVEMENT COURSE

Date: 13 August

Place: AS-212, Room 121A

Time: 0730-1130

Personnel who have been identified as exhibiting bad driving habits on and off base, or personnel who have been sentenced by the MCAS Traffic Court Judge to attend a Remedial DIC are required to attend this class.

### Motorcycle BASIC RIDER COURSE

Date: 11-12 August

Place: AS-320, Rm. 104

Time: 0800

#### REQUIREMENTS

Active Duty (Retired military welcome on space available basis)

Own Motorcycle

Motorcycle Learner's Permit or Endorsement

PPE requirements as addressed in MCO 5100.19E

Helmet (SNELL/ANSI/DOT Certified)

Impact/shatter resistant goggles or full faced shield attached to helmet

Reflective vest or brightly colored outer garment (for daytime use)

Hard sole shoes with heels (Leather boots or over the ankle encouraged)

Long sleeve shirt or jacket

Long legged trousers

Full fingered gloves or mittens

Over the ankle shoes/boots

Classes are held at MCAS New River, for details and registration call , (910) 449-5440/6143.

### Motorcycle EXPERIENCED RIDER COURSE (11 hours)

Offered by Coastal Carolina Community College

Call 910-938-6294 Information and registration.

Course cost \$40.00.

### MOTOCROSS SAFETY TRAINING

1/2 day class (\$35.00 per student)

Starting and stopping motorcycle, emergency stopping, swerves, tight turns, jumping techniques, body position.

Full day class (\$70.00 per student)

Same for 1/2 day class, plus motorcycle maintenance up keep, track conditions, safety awareness, more in depth riding techniques.

Classes are held at Half Moon Mx Park 1037 Ramsey Rd. Jacksonville, NC 28546.

Phone 910-938-1346/910-577-5850 Instructor Donnie Davis.

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unknown whether any of the injured Marines were wearing seatbelts at the time of the accident.

**040718** One LCpl from 1<sup>st</sup> Bn, 23<sup>rd</sup> MAR **was killed** and four other Marines were injured in a HMMWV rollover while conducting Mounted Patrol Training in the Western Training Area at March ARB, CA. The LCpl was pronounced deceased at 0341Z JUL 04 by the Riverside County Sheriff's Department Coroner. The initial VOICEREP indicated that the HMMWV driver lost control in a turn and the vehicle rolled twice. The four injured Marines were transported to a local hospital and their injuries are unknown at this time; however, they are all listed in stable condition. It is unknown whether any of the Marines were wearing seatbelts at the time of the accident.

#### Aviation:

None

#### Non-Operational:

**040713** A LCpl from 2d Radio Bn was involved in a (2) car POV accident in Jacksonville, North Carolina when he crossed over the median at a high rate of speed and collided head on with a vehicle carrying a male, female and 10 year old child. All occupants of the second vehicle were civilians. The female died on the scene. The male and child are in stable condition. The LCpl is in stable condition with two broken legs, a pulmonary contusion and multiple cuts to his face.

**040715** Two Marines from HQSVC Bn 1<sup>st</sup> FSSG were injured and a 16 year-old female civilian was killed in a single vehicle accident while traveling eastbound on Highway 76 IVO La Jolla, CA. A PFC was driving his POV in excess of 100 miles per hour when he lost control of the vehicle. The car went off the road, rolled through a ditch onto its hood, and began to burn. The female civilian sustained blunt head trauma and was pronounced dead. The PFC was initially trapped in the car due to the fire; however, he eventually crawled out of the vehicle. He suffered second and third degree burns on over 50 percent of his body and is currently in critical condition at the UCSD Medical Center / Burn Center. A LCpl, who had been sitting in the back seat, was ejected from the rear of the vehicle. He suffered fractured ribs and injuries to the lumbar region of his back. He was taken by ambulance to Scripps Memorial Hospital in La Jolla, CA where he remains in stable condition. According to witnesses, the injured Marines had consumed alcohol at the barracks prior to the accident. It is unknown whether any of these individuals were wearing seatbelts.

**040715:** A 3d FSSG Corpsman was driving his POV on Highway 330 West, IVO Gate 3 of MCAS Futenma when he hit a Japanese Local National (LN) who was attempting to walk his bicycle across the highway. SNS was arrested by Japanese Police for Professional Negligence, DUI, and "Hit and Run". The Japanese LN is hospitalized at Urasoe Sogo General Hospital with a broken femur, fractured scapula, and a contusion on the head. The Ginowan Police have custody and jurisdiction of SNS at this time.

# DRIVE SAFE

An Editorial By: SSgt Edw. S. Heyward

Happy Friday boys and girls, another week down and we are all that much closer to that great green pasture in the sky some of us like to call retirement. This week, I really didn't witness a lot of unsafe stuff here at the MAG, but my drives to and from work have enlightened me to the fact that the ratio of idiots to normal people on the road these days has gone up quite a bit. Funny thing is, most the people I see driving like an idiot all have really short hair....Hmmmm.

Well, driving being something we all do just about everyday, most of us take for granted, truth is it can be just as deadly these days as being Saddam Hussein's body double. Now can most of us drink coffee and drive,..Yes. Can most of us drive and listen to music,...Absolutely. Are there people out there who think they can drive, talk on the cell phone, shave, drink coffee, and arm wrestle their buddy riding shotgun,...You bet and their drivers license all read "That Guy" so guess what, we have to talk about it.

First things first, speed, now as I was driving to work on Wednesday morning, I had a vision. It was yellow and neon green, and it passed my drivers window at the speed of holly cow, and sounded like a weed eater and a top fuel dragster had a kid and this little bugger was running wide open. Anyhow, this thing passes me so fast that when it got back into my lane, even though it was only 5 feet off my front bumper, I could not even read the license plate on it. Now if bad things can happen at 55 mph imagine how bad, and how fast things can get that way at the speed of holly cow. Case in point, SLOW DOWN!! I mean I looked at this kid and the first thought in my mind was that his Sgt must be a real hard case for him to risk his life like that and do something so foolish rather than be a few minutes late for work. Preventative measure: Wake up 15 minutes earlier so you don't have to rush.

Next, for all you people still satisfied with driving to work below the speed of light, but above the speed of smell, the biggest thing I think you should worry about is what we call in aviation "task saturation." If you are trying to do a hundred things all at once while driving you are quite possibly the biggest hazard on the road. In the Marine Corps we have a big thing called attention to detail, which contrary to popular belief applies to everything you do, even driving to work. You cannot pay full attention to the road and the things going on around you, if you have 10 other things going on, no matter how small they seem individually. So for all "those guys" who drive like this, keep in mind what you lack in pure idiocy and speed, you make up for in lack of attention to what you are doing. Preventative measure: Stay focused on driving and take care of everything else upon arrival at your destination.

O.K. now for the other end of the spectrum, if you are driving at the speed of smell, and slamming on your brakes every time a raindrop hits the road, your life is in danger. You are risking your life in two ways, first from traffic, there is a lot to be said for going with the flow, and you can cause more problems than you will solve by driving 15 mph under the speed limit, and braking excessively. Second, you are going to end up pushing someone like me right over the proverbial edge we all call sanity. Preventative measure: Stop this, for the love of God, please stop this madness.

Well Boys and girls, that about wraps this week up. A serious thought to keep in mind, we have lost more people to driving accidents in the last 5 years than in combat operations. Imagine going to war, doing your duty, and then getting home and dieing in a car wreck, because you just couldn't wait to make that phone call. I know that if it was me, I would not be happy about the whole evolution.

Until next week, stay safe, and have fun.

SSgt Heyward